

London Free Press.

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of Montgomery.

FOR CONGRESS,
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FOR REPRESENTATIVE,
JOHN A. PATTON, Esq.

LOUDBON:

FRIDAY, JUNE 10, 1855.

THE CANVASS FOR CONGRESS.—The candidates for Congress in this district, Messrs. VAN DYKE and SMITH, are actively engaged in the canvass, and the ability with which they discuss the issues between them, is attracting large crowds at their various appointments. We have not yet had the pleasure of hearing these gentlemen, but have conversed with gentlemen of both parties who have, and they agree that the canvass is conducted by them, with more than usual ability, and in a courteous and honorable manner. Both are conceded to be worthy the positions they occupy as the chosen leader of their respective party in this district.

The Whigs have a majority in this district, as shown in the election between Gov. Campbell and Trousdale, as well as in the late presidential canvass. The Whigs, therefore, have it in their power to elect Mr. Van Dyke, and they should use every effort to do so. He is the able and meritorious representative of their principles—his success will be the success of their cause. We are met with the discouraging fact that the majority in Congress is overwhelmingly Democratic, and that the election of a Whig will have but little if any effect upon that body. True, but it will have an effect abroad! It will strengthen the reaction that is taking place throughout the Union, and which is destined to overturn the present ruling dynasty, and restore the American Conservative Whig Party again to power, four years to come. Who then will not be proud that he maintained his integrity as a Whig—that he never quailed in the gloomy hour of overwhelming defeat! The golden opportunity is now presented to the Whigs of Tennessee. If they stand firm—invisible as a Spartan Band—they may lead the van to future success, power, and emolument! As remarked by the Nashville Whig, their very name will become "a talisman as powerful in the ranks of political parties, as is the name of TENNESSEE SOLDIER already in the ranks of our country's armies!" As Whigs, we must not conclude that the political policy of the country is settled. It is not. Public sentiment is far from an equilibrium—it will seek it as water seeks its level—it will rush back in an irresistible flood.

Tennessee is a Whig state. As such, there should be a majority of Whigs in her Congressional delegation. This is expected of us by our brethren in other states. Shall we then, suffer our strong holds to go by default? Let every Whig resolve that they shall not. Let us elect a Whig representative in the Congress of the United States.

Report of the Knoxville and Louisville Committee.—We lay before our readers, to-day, the able report upon the subject of a Railway connection between Kentucky, East Tennessee and South Carolina, which was submitted to, and adopted by, a convention of delegates from Knoxville, Williamsburg, Somerset and Louisville, which met at the last named place on the 28th ultimo. It is upon a subject of much importance, and was, we suppose, written by Col. JOHN H. CROZIER. The arguments are forcible, and exhibit many of the advantages of the proposed connection in the light in which they should be viewed.

The committee, however, are not correct in designating Knoxville as the proper point to be touched in East Tennessee, if the object be to reach the South and South-East by the most direct and practicable route. We have heretofore shown that Knoxville is not on a direct line—that to reach it will make the distance to the South at least Forty Three miles greater—and over a route, too, subject to shorter curves and higher grades, and of greater cost of construction per mile. The route from Knoxville towards Somerset was at first pronounced the nearest and most practicable, and the easiest of construction with the exception of a little heavier work on the mountain. The engineers, however, were taken off this route and placed upon one acknowledged to be still farther and opposing greater difficulties of construction, viz. Williamsburg! Why this change of purpose? Simply because, in order to get out of the mountain, they had to go down to the very same point at which the Winter's Gap route strikes the Flat Woods. From this point, it is Forty Three miles to London, directly through by way of Winter's Gap. By way of the Knoxville survey, it is just Eighty Six miles to London! Something in the way of an *elbow*, to be sure! But where is London? It is situated on the East Tennessee & Georgia Railroad, at the point it crosses the Tennessee River, and 28 miles South-west of Knoxville. These facts are worthy the consideration of capitalists. If it is thought necessary to throw away a portion of the Frankfort Railroad between Louisville and Shelbyville, Ky., and build a new one between those points, in order to save fourteen miles in running a distance of fifty one miles, is it not reasonable to suppose that, if at another point upon the same line, two routes to a given point on the direct course of the road present themselves—one making the distance in Forty Three miles, and the other in a distance of Eighty Six—that capital will seek investment in the shorter route? This case is presented to the decision of capitalists in deciding between the Winter's Gap route and the Knoxville survey.

This report of the Louisville committee, is any thing but satisfactory to our Knoxville friends. The no. of the Register from which we copy the report, exhibits a face as long as it had the morning it announced the result of the late Presidential election.

COL. JOHNSON AND INTERNAL IMPROVEMENTS.

—There is probably no single charge which is doing Col. Johnson so much injury in E. Tennessee as his long and persevering opposition to internal improvements, whether by the state or general governments—especially to those projects within our limits. We do not wish to do Col. Johnson injustice—we have copied an extract of a letter of his, addressed to a gentleman in Jonesborough, upon which his friends seem to rely to prove the Colonel sound on this subject. But still, we cannot look upon him in any other light than as an enemy to extending either state or federal aid to Railroads, River Improvements, &c. His votes and speeches on every occasion upon which he has been called upon to act as a Legislator, forces us to this conclusion. Indeed, this letter of his which we copy, bears evidence of opposition to the E. Tennessee & Virginia Railroad upon its own face. It uses the arguments which those who were at that time making every effort to kill the enterprise used. It opens a question that had been compromised. And it is full of fault finding, which, however, is not so apparent to those who are not acquainted with the facts.—We were, at the time, a citizen of Col. Johnson's district, and know that he was regarded by many friends of the E. T. & V. Road as an enemy to that interest.

A gentleman gives us the following facts, which we lay before our readers. On the 3rd inst., there was a Green Fly got into the ear of Mr. J. M. GARDNER, of Bradley county, in this state, where it remained about an hour. In the course of eight or ten hours afterwards, his ear became very painful, which increased so that in a short time he became entirely senseless, when a Physician was called in, who extracted four hundred and three maggots from the patient's ear, when he immediately recovered his faculties, and is now entirely well.

Edwin M. Yerger, a young and talented Whig lawyer of Memphis, has received the nomination as the Whig candidate for Congress in the Memphis district. He is spoken of as a young man of much promise, and as being exceedingly popular with the people.

THE STEAMER HIWASSEE.—We understand that this small steamer is undergoing some repairs and improvements, which, when completed, will make her one of the fastest boats on the River. Mr. ISHALL, who is one of the best Mechanics in the Union, is superintending the work. It is intended to run her as a freight boat up the various small rivers. This boat was built at our neighboring town of Charleston, in Bradley county and does not belong to the River combination against the E. T. & G. Railroad. Being built by home energy and enterprise, it should meet with liberal encouragement. We solicit for the Hiwassee a liberal patronage.

Important Suit.—A suit involving the sum of \$85,000, has been instituted in the U. S. Circuit Court for the Southern district of New York by Zebedee Ring, David A. Baker, and the executors of Phillip Hume, deceased, against Hugh Maxwell, Esq., the late collector of this port. The plaintiffs claim that Mr. Ring, who was in the naval office, are entitled to recover a moiety of the monies collected and received by Mr. Maxwell, under the 8th section of the amended tariff act of July 30th, 1846 which requires the payment of 20 per cent. for an under valuation of goods imported, in addition to the regular duty. The amount so collected by Mr. Maxwell is said to be upward of \$130,000.

Judge Nelson has ordered Mr. Maxwell to show cause before him on the 6th of June, why an injunction should not issue, according to the prayer of the petitioners, and that in the meantime a provisional injunction issue enjoining the payment of the sum in question to the Government.—*New York Commercial Advertiser.*

We understand that a company of capitalists, who will operate with about \$800,000 is about being organized for the purpose of manufacturing Iron in East Tennessee. Such strides as we are now taking in this part of the state, will unquestionably "deplete our resources."—*Knoxville Register.*

CHICKS.—A territory of more than five millions of square miles, four thousand walled cities, a population of three hundred and fifty millions, an army of nearly two millions of soldiers, a fleet of a thousand sail, are some of the evidences of its immeasurable wealth.—Among the productions of its soil, every acre of which is in the highest state of cultivation, are seen nearly all the richest offerings of the vegetable and mineral kingdoms.

It is stated that in the year 1790, only sixty-three years ago, there were but three cities in the Union which contained each over 20,000 souls. Now there are seven cities of over 100,000 each, and thirty of over 20,000. During the ten years between 1840 and 1850, the population of Boston increased more than 35,000, that of Philadelphia over 150,000, that of Cincinnati over 70,000, that of St. Louis over 65,000, and so with others. Chicago, Milwaukee and several other cities, which would number over 20,000 each, have almost sprung into existence within that short period of ten years.—Already the fourteen principal cities of the Union contain a population one-fourth greater than the fourteen largest cities of the Austrian empire.

A Rootless Tongue.—A Boston lady has at this time a somewhat novel disease—a continual motion of the tongue, which no device, effort of the will, or medication controls. We do not mean that she is a nuisance as a talker or a retailer of street gossip. On the contrary, a worthier woman does not exist. She has expended five hundred dollars among the dentists for artificial teeth, which her unruly member has knocked out so repeatedly that they are now wholly abandoned. Her tongue is moving sinfully and involuntarily within the mouth against the walls of the cheeks. In conversation the organ takes on a normal action, but runs instantly into its usual rapidity of motion at the conclusion of a sentence.—*Boston Medical and Surgical Journal.*

VIRGINIA ELECTIONS.

The elections which have just closed in Virginia have resulted much more favorably to the Whigs than we anticipated they would. Notwithstanding the heavy majority against them in that state, and in the Union, and the Locofoco Gerrymandering of the state, the Whigs have not only sustained themselves, but have gained largely upon the Democratic majority. This is but an indication of the reaction which is taking place in the public mind, which most certainly will result in the complete overthrow of the present ruling dynasty. Let the Whigs of Tennessee take courage by the noble stand taken by our brethren in Virginia.

So far as we have heard, (says the Richmond Enquirer,) the Democratic gains and losses stands as follows:

GAINS.—*Senators:* in Augusta, Wheeling and Albemarle, 3—*Members:* in Henrico 1, Augusta 2, Loudoun 1, Floyd 1—in all 9.

LOSSES.—*Senators:* in Fauquier, Mecklenburg and Bedford 3—*Members:* in Fauquier 2, Culpeper 2, Jefferson 2, Clarke 1, Bedford 2, Amelia 1, Pittsylvania 1, Washington 1, Smyth 1, Tazewell 1, Marion 1—in all 14.

The last Senate stood: Democrats 34, Whigs 16—Democratic majority 30.

There are yet to hear from counties which sent to the last House 48 members, viz: Democrats 27 Whigs 21.

It will require 16 more whig gains—most improbable—to tie the democrats in the House. The Senate must continue largely Democratic.

"Consistency is a jewel," and we wish our democratic friends could be persuaded to wear it, not only for their own sakes, but for the sake of our common country. For the sake of the liberties and morals of the people, both of which they are rapidly undermining. For the sake of mankind, whose destiny, for good or ill, depends so much upon our example—the success of our experiment. No sensible and patriotic man (we say it in all civility and kindness) can impartially investigate the history of the democratic party, contrast its professions with its acts, and not feel deeply mortified, not only at its inconsistency, but at its deepening depravity which marks its progress by its time. Look at it in Tennessee, for the last four years. In 1849 Gen. Trousdale proclaimed, from every stand, throughout the canvass, the most violent seceding feeling, and uttered sentiments that tell little short of constructive treason against the Union. The democratic press re-echoed his saying and denounced Neil S. Brown and the whig party, as tame submissionists to free-soil aggressions. To such an extent was this freighting spirit carried that many whigs were frightened from their property, and the locofoco triumphed. Then followed the southern Convention of locofoco fire-eaters, which body, until frightened by its own tenacity seemed to aim directly at a dissolution of the Union.—After its adjournment, to meet again, the compromise was adopted and gave partial quiet to the country, the locofocos professing to acquiesce, but never relaxing in their denunciation of Fillmore and Webster as abolitionists and, therefore, unworthy to be trusted by the South. Then, in 1852, came the presidential election, which was a fraud upon the south, and the President an abolitionist. Again the democratic press chimed in, and the former cry of "Submission" was heard all over the state.—But the whigs triumphed, and again there was a partial lull in the storm. Then came the presidential canvass, and again were heard the same bitter locofoco denunciations against the whig party, as in alliance with Seward and the free-soilers. The election over, the returns showed that all the free-soilers and many of the abolitionists were locofoco Pierce men.

Now mark the sequel! Even in advance of the inauguration of the latest and smallest edition of executive incumbents, the locofocos of Tennessee, disregarding their former professions and denunciations, proclaimed that all free-soilers, who voted for Pierce, were purged of their sins, and made worthy of executive patronage. And when Dix and McClelland and a host of notorious free-soilers and fire-eaters were tumbled promiscuously to gether, in high places, not a word of censure was heard.—Trousdale and Nicholson and Martin and Polk Donaldson, "et al omne genus" sought office at the hands of the same President who is lavishing his favors upon the very enemies of the South whom they had so bitterly denounced.—What a humiliating spectacle! What a commentary upon locofoco honesty are consistency! And have the voices of these men yet been raised in denunciation of Pierce, and his free-soil appointees?

Why is the Union silent? Where stands the American—the chivalrous defender of Southern Rights, which planted itself upon something and dared the "gates of hell" to push it off? All silent—all gagged by the rigid discipline of party. Southern Rights turn out to be another name for the spoils, which being obtained by a favored few, cement the Northern and the Southern wing of the free-soil party into one quiescent whole, still every impulse of patriotism and sign the death warrant of the institution of the South. And this is the same party, be it remembered, that now comes forward, its hands reeking with the filth of free-soil coalition, and asks the gallant state of Tennessee to endorse its character. The same party that frightened timid whigs with the name of Seward, now asks Tennesseans to approve the appointment of Dix, and to sustain the President who calls out the enemies of the compromise as fit for high federal stations. The same party that drove the union to the verge of dissolution, to save the South from Northern abolitionism, now asks Tennessee to rally the bargain, between Southern locofocos and Northern free-soilers, for an equal distribution of the plunder.

Whigs, such is the character of your opponents. Remember their antecedents, and save your State the degradation of an endorsement of their acts and alliances.—*Clarksville Chronicle.*

The Boston Transcript states that a wealthy gentleman of that city has taken the initiatory steps, for the erection of a monument to BENJAMIN FRANKLIN, either on Boston Common or in the Public Garden.

For the London Free Press.

RAIL ROAD MEETING.

At a meeting of a respectable portion of the citizens of Roane and Morgan counties, at the court house in Kingston, on Tuesday 31st of May, to deliberate upon the propriety of taking immediate action upon a charter granted by the last Legislature of Tennessee, for a Railroad running from some suitable point on the E. T. & G. Railroad, via Kingston, through Roane and Morgan counties, &c., to the most practicable point of junction with the Ky. Road from Louisville; designated by the charter as the E. T. & Ky. Central Railroad. See last acts of Tennessee, page 380.

On motion, Dr. L. W. JORDAN was called to the chair, and Gen. G. L. GILLESPIE and N. A. PATTERSON, Esq., appointed secretaries.

The meeting being called to order, Thos. A. BROWN briefly and appropriately explained the objects of the meeting, impressing the importance of Roane and Morgan counties taking immediate action on the subject under the charter.

Dr. B. B. LEXTON proposed that the preliminary steps necessary to be taken were, to proceed in surveying the routes, in order to test the great practicability and advantages of this route over all others which have been proposed; and therefore, that the meeting devise a plan for raising funds adequate to an immediate survey of said routes.

Gen. G. L. Gillespie proposed that the sum of \$1500, be raised for the purpose; whereupon an obligation was drawn up, to which numerous subscribers were obtained, and others to be solicited; which subscribers hold themselves responsible for said sum, to be appropriated for making the survey and report.

On motion, the following gentlemen were appointed a committee, whose business it shall be to employ an Engineer of high character, to make the necessary surveys, and to receive subscription funds, and appropriate the same as contemplated.—R. K. BYRD, chm., Dr. B. B. LEXTON, Dr. L. W. JORDAN, H. I. WELCKER, Gen. G. L. GILLESPIE, Thos. A. BROWN, and Dr. E. GOETZ.

On motion, the following gentlemen were appointed a committee to solicit subscriptions for the purpose aforesaid, for Roane, 1st district, R. K. BYRD; 2d, Joseph Anderson; 3d, J. B. Waller; 4th, Dr. B. B. LEXTON; 5th, J. Harvey Johnston; 6th, Thos. Osburn; 7th, Samuel Burnett; 8th, Joseph Byrd; 9th, S. Foster; 10th, R. W. Byrd; 11th, Daniel Webster; 12th, Allen Price; 13th, J. L. Roberts; 14th, and 15th, C. F. WELCKER, J. ESTABLON, Wm. Ellis, Jacob G. Carmichael, H. H. Wiley, Moses C. Winter, and Jas. Lacy.—for Morgan: Wm. Staples, Jas. Kelley, L. W. Gering, W. L. Schooles, John White, J. K. Brient, O. G. Kibensch, J. G. Bennett, B. P. Staples, J. F. Scott, N. W. Geasland, W. Lewallen, E. Lavender, and Thomas Staples.

On motion, H. I. WELCKER, J. W. LEA, B. B. LEXTON, W. S. McEVEN, Thos. N. Clark, G. L. GILLESPIE, and Wm. Staples were appointed a corresponding committee.

Resolved, by the meeting, that we will use our best endeavors to set properly on foot and promote the enterprise now in contemplation; believing as we do, that this piece of road is a desideratum, which, when completed, will be the shortest, most convenient, and decidedly the most practicable route in all the region of country through which the road must pass.

On motion, the secretaries were requested to furnish a copy of the proceedings to the London Free Press, Louisville Journal, and to the Charleston Mercury, requesting their publication.

L. W. JORDAN, Chm.
N. A. PATTERSON, G. L. GILLESPIE, Secretaries.

RAILROAD TO THE SOUTH.—It is gratifying to notice that our citizens are taking a very lively interest in the Railway enterprise which is to connect our city with the Southern seaboard, and it is to be hoped that a sufficient amount of material will be furnished to insure the immediate construction of the links which will secure to us a Railway connection with Charleston and Savannah, in less than two years. Delegates from Danville Kentucky, are now in the city, and on three occasions they have met in public a number of our prominent citizens, including heavy stockholders in our principal Railroads.

The leading importance of this Road to the trade of Cincinnati is so universally admitted that it is not necessary to say a word on this point. Every Merchant, Manufacturer, and Property holder should step forward promptly and do what they can. Remember that this city, in its corporate capacity, can do nothing. Remember also, that unless the road is aided by individual citizens, it may not, and doubtless never will be constructed so as to connect with this city; and remember that the city of Louisville is about to subscribe three hundred thousand dollars to aid in constructing a road to that city, which will connect with the Danville road, and having reflected on these points, take as much of the stock as you can afford, without stopping to inquire whether there is any probability of shares selling below par before the road goes into operation, or how many years you may have to wait before a dividend can be declared. These inquiries it will be well to make when you are called upon to subscribe to the stock of rival lines; but our Railroads which have built up the trade of Cincinnati, were not constructed by men who were not disposed to make sacrifices in order to advance our trade and commerce. But, even if such inquiries be made with reference to this Southern road, it must appear evident to every intelligent mind that stock in any one of the links of this great chain of Southern roads must prove a profitable investment, because there are, not only not likely to be, any rival roads leading to the Southern seaboard, while the traffic on this through line must be immensely large. Thus two strong reasons are presented to city capitalists why they should aid in carrying out the enterprise, and this should be sufficient to secure their support.—*Cincinnati Price Current.*

LUED WASHINGTON.—The Washington papers announce the death of Lued Washington, at the advanced age of 68 years. He was for a long time employed as a Clerk in the Treasury Department, and ten years ago was well known about the Capital as reporter for the *Globe*.

THE RAIL ROAD MOVE IN MORGAN AND ROANE COUNTIES.

We cannot but admit that the step taken in the above counties is most important in its bearings. Last week we published a statement of the *Free Press* concerning the shortness and plausibility of having the railroad from Louisville run near or through that place. A great error will be committed, if in running a railroad, it be carried out of the most direct channel.—People at the north begin to find this out, and now nothing but air lines will answer, and these are now being constructed between cities connected by circuitous routes to a great advantage in time and profit. We should learn wisdom in this fact and locate a road right, in the first place, and no other company can then step in and shorten up the route, and cut off the entire business.—*Chattanooga Advertiser.*

The democratic papers claim votes for Andrew Johnson, on the ground that he is a self-made man. So is Major Henry, who commenced life in destitute circumstances, and has achieved a noble reputation by his talents, integrity and energy.—*Rutherford Tid.*

From the Athens Post.

THE CONGRESSIONAL CANVASS.

A friend at Tellico Plains writes us that the candidates for Congress had a large and attentive audience to hear them, at that place, on Saturday last. He informs us that the discussions between Messrs. Van Dyke and Smith are conducted in the most courteous and honorable manner, and that the former made a very favorable impression at Tellico and at Carson's Mill, at both which points he heard them.—We have always had a high opinion of Mr. Van Dyke's abilities, and we are pleased to learn that he is more than realizing the expectations of his friends. The canvass has opened favorably, and there are so many good and solvent reasons why Mr. Van Dyke should be elected, that we cannot for a moment doubt of his success. The district is a large one, has many and varied interests, and ought to be represented by a man possessing more than ordinary ability, influence, experience, industry, and tact. In our candidate is combined all these essential qualifications, and we have the best guarantee that, if elected, he will labor best advantage to promote and secure the interest of his constituents. We intend no disparagement to his competitor, Mr. Smith; but he is comparatively a young man, and it is no reflection on his claims or merits to say that he could not command that position and influence in the halls of Congress, that would at once be obtained by one of mature age, ripeness, and larger experience. This fact, of itself pleads strongly for Mr. Van Dyke, and should secure his election, if there were no other arguments in his favor. The present is a case when the ordinary motives which control a man's choice, may well be lost sight of—when the main object should be the securing of the greatest amount of ability and largest experience—the success of that candidate whose past acts give assurance that, instead of devoting his time and talents to the mere politician, he will, under a proper appreciation of his obligations to the people and actuated by a broad and liberal national spirit be found using his best energies to secure the public interests and promote the general good. We do not mean by this that our candidate is not a party man, or that the "era of good feeling" when there will be but one party sometimes dreamed of by fools and demagogues, has commenced. God forbid that time ever should come when there will be but one party in our government—when the majority in both branches of Congress shall be so large that the Executive may command votes enough to approve and sanction whatever measures ambition or recklessness may dictate, and when the minority shall find itself too small to resist successfully the continual tendency to encroachments upon the Constitution and the rights it guarantees alike to all. Power begets corruption and dissolution, and the lights of history, coming to us through the political storms, struggles, and revolutions of the past warn us, that wherever the "era of good feeling" commences, when there shall be but one party in the government, or the dominant party shall be overwhelmingly large and the minority feeble and insignificant, from that hour may we date the decline and fall of the republic. The dominant party in Congress is already large—so beyond precedent; and it always right, perhaps, desirable, that there should be a reliable, working majority in that body entertaining the same political views as the Chief Executive of the Nation. It is also right and proper, yea, the safety of our institutions requires and a wise regard for the public welfare demands, the presence of a respectable minority—ever watchful, active and vigilant, willing to approve, sanction, and act with the majority upon all measures of a legitimate and beneficial character; but ever on the alert, ready to resist to the last gasp the encroachments of power upon the rights, interest and liberties of the people.

Mr. Van Dyke is a whig, it is true; but of a comprehensive and liberal spirit, and above the reach of those narrow and selfish feelings which control the action of too many of our public men. If elected, we know his course in Congress will not be influenced by a spirit of factions opposition to every act of the President; but that he will always be found as ready to sanction what is right and good as to oppose and war against that which he may conceive will result in injury and harm. Could any whig expect more, does any democrat believe that he or his party could suffer by the election of such a man—one who never has and never will devote himself to the promotion of petty intrigues and party schemes, but keeping in view the responsibilities and obligations of his position, will strive solely to serve the wants and interests of the people of the district, which he fully understands and appreciates.

Above we have glanced at some of the considerations which induce us to support Mr. Van Dyke and urge his election, and which we think ought to have some weight with the people of the District generally, and influence them to vote for him. There are others equally strong, to which we shall refer from time to time during the canvass.

FALSE HAIR.—An article in the London Quarterly Review says that the imports of false hair from the continent into England amounts to five tons annually, the black hair coming from Brittany and the South of France; the light from Germany.

THE WINTER'S GAP ROUTE.

In placing this route for the great Railway connection between the Ohio Valley and Southern Seaboard, in opposition to the one leading to Knoxville, we feel confident that when the time for locating the road arrives, it will be the one adopted. We rely upon a saving of distance—upon easier curves—and lighter grades; to overcome the influence of Knoxville, and we know her most talented and influential citizens are doing all in their power to secure the location of the Road. Her Press, as well as a host of Letter-writers, have been exceedingly active in efforts to make the impression abroad, that the route by that place is not only the most direct and practicable, but the only route, between the cities of Louisville, Ky., and Charleston. Why is this great interest manifested? It cannot be the promptings of inherent public spirit and enterprise. If so, the first object would have been to complete the East Tennessee and Georgia Railroad, and to have assisted the East Tennessee and Virginia Railroad—two of the most important Roads in the Union, one approaching her from the South-West, and the other from the East. Yet, both these Roads, so far as they run through Knox county, have been left to languish for want of means, and if left to the people of that town and county, we verily believe that many years would roll by before the portion of either Road lying within the county would be completed. It is presumable, and generally believed by the people of East Tennessee, that the citizens of Knoxville got up a great excitement about the Kentucky Road at a time when there was but little prospect of its being built, in order to cover the shame which attaches to Knoxville, in regard to her contracted policy relative to the East Tennessee & Georgia, and East Tennessee & Virginia Railroads—her neglect and opposition to them! Taking these examples, it is also presumable, that so soon as the Kentucky Road is located by way of Knoxville—should that piece of folly ever be consummated—just so soon, will her zeal for that Road flag—just as the excitement in favor of the East Tennessee & Georgia Railroad subsided when they obtained the location of the Road, over Blount county, a year or so since!

It is a subject, then, of some importance to the people of Kentucky and South Carolina, and one which they ought to investigate before they commit themselves too far—whether the subscriptions of Stock on the part of Knox, Anderson, Blount, and Campbell counties, will avail them anything in this magnificent enterprise? From the most reliable information we could obtain during our recent visit to Somerset, London is some thing like fifteen miles nearer that point via Winter's Gap, than Knoxville is via Jacksonborough. And it is a notorious fact that London is situated upon the East Tennessee & Georgia Railroad, twenty-eight measured miles nearer Augusta, Charleston, Savannah, Mobile, New Orleans, and other Southern Cities! Add these together and it shows a difference in the two routes, of forty-three miles in favor of Winter's Gap! Mr. PRITCHARD estimates the cost of the Road from Knoxville to Kentucky, at \$22,900 per mile.—Fifteen miles at this rate would cost \$330,000. The amount of Stock taken by

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| Knoxville, | \$ 50,000 |
| Knox county, | 100,000 |
| Anderson county, | 100,000 |
| Campbell county, | 50,000 |
| Total, | \$300,000 |

Thus, estimating the cost per mile of both routes equal, the road can be built to London for \$30,000 less than it can to the point north of Knoxville, to which the \$300,000 subscribed by the counties above named, will build the Road; or \$30,000 less than to Knoxville, and with a saving of 43 miles transportation!!!

The question naturally arises—What is there at Knoxville to induce the people of Kentucky and of South Carolina and Georgia, to incur an additional and unnecessary expense of forty-three miles transportation for all time to come, in order to pass through that town? The same commercial advantages are to be found at London. We have the same Railroad connections and the same noble River, with additional tributaries, pouring into our lap the vast resources of East Tennessee. We are surrounded with a much superior farming country—we are near the Coal and Iron region of the Cumberland Mountains. And we have a population of hardy, enterprising citizens—men who have torn loess from the clods of "fogyism" elsewhere, to seek fortune with the rise of our flourishing town. Give us the terminus of the Kentucky road and we are ready to build up a city. We have no "Old Hunkers" to burn off—no illiberal and contracted notions to combat!

Andrew Johnson, we think is badly calculated to get whig votes. He was one of the "Im mortal thirteen" who refused to go into the election of a U. S. Senator because the whigs had a majority on joint ballot, and whose disorganizing, factious course has ever since been a standing theme of rebuke and execration. He has always been moreover a deadly enemy to internal improvements.—*Rutherford Telegraph.*

The New York Tribune says the democracy has passed out of existence, and "bade adieu to whatever of vitality it once possessed." It acknowledges, however, that it remains as "a body of office beggars, and that it distributes the Federal patronage."

It is stated by the Washington correspondent of the Baltimore Sun (says the Franklin Review) that Hon. Wm. H. Polk, who has been lingering at Washington since the inauguration of Gen. Pierce, in hopes of obtaining some lucrative and honorable foreign appointment, has at last given up the hunt, and will immediately return home and contents his district with the Hon. George W. Jones, who has taken time for the forelock, and announced himself in Colonel Polk's own town—and what is more, has obtained the promise of support from every newspaper of his party in the district.—*Memphis Eagle.*

FALSE HAIR.—An article in the London Quarterly Review says that the imports of false hair from the continent into England amounts to five tons annually, the black hair coming from Brittany and the South of France; the light from Germany.